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MEETING OF THE

REGIONAL COMPREHENSIVE PLAN TASK FORCE

Monday, April 25, 2004
10:30 a.m. – 12:30 p.m.

SCAG Offices
818 W. 7th Street, 12th Floor
Riverside B Conference Room
Los Angeles, California 90017
213. 236.1800

VIDEO CONFERENCE LOCATION
SCAG, Riverside Office
3600 Lime Street, Suite 216
Riverside, CA 92501

Agenda Enclosed

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jacob Lieb at 213.236.1921 or lieb@scag.ca.gov

Agenda and minutes are available on the web at: www.scag.ca.gov/rcp

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REGIONAL COMPREHENSIVE PLAN TASK FORCE

AGENDA

Monday, April 25th, 2005

1.0 CALL TO ORDER

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Minutes of March 28th, 2005

5.0 ACTION ITEMS

5.1 Economy and Education
Attachment

Bruce DeVine
Chief Economist

Staff will report on policies and potential actions for consideration in the development of the Economy and Education Chapter.

Recommended Action: Provide input to staff regarding issues to be addressed in the Economy and Education Chapter of the Regional Comprehensive Plan, and report to the Energy and Environment Committee.

5.2 Air Quality
Attachment

Ted Harris
Acting Snr. Planner

Staff will report on policies and potential actions for consideration in the development of the Air Quality Chapter.

Recommended Action: Provide input to staff regarding issues to be addressed in the Air Quality Chapter of the Regional Comprehensive Plan, and report to the Energy and Environment Committee.

AGENDA

6.0 INFORMATION ITEMS

6.1 Outcomes-based Planning Discussion Attachment

Jacob Lieb
Acting Lead

Staff will lead a discussion on potential refinement to the comprehensive plan process.

7.0 CHAIR'S REPORT

8.0 STAFF REPORT

9.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

10.0 ANNOUNCEMENTS

11.0 ADJOURNMENT

The next meeting of the Regional Comprehensive Plan Task Force will be held in the SCAG offices on Monday, May 23, 2005.

Regional Comprehensive Plan Task Force

Action Minutes for March 28, 2005

The following minutes are a summary of actions taken by the Regional Comprehensive Plan Task Force.

The Regional Comprehensive Plan Task Force held its meeting at the Southern California Association of Governments offices in Los Angeles. There was a video-conference at the SCAG Inland Office in Riverside. The meeting was called to order by Chair Pam O'Connor, Santa Monica.

Committee Chair: Pam O'Connor, Santa Monica
Committee Vice Chair: Susan Longville, San Bernardino

Members Present	Representing	Members Absent	Representing
Bowlen, Paul	Cerritos	Aldinger, Jim	Manhattan Beach
Cook, Debbie	Huntington Beach	Garcia, Lee Ann	Grand Terrace
Feinstein, Michael	Santa Monica	Longville, Susan	San Bernardino
Miller, Mike	West Covina	Ovitt, Gary	San Bernardino
Nowatka, Paul	Torrance		
O'Connor, Pam	Santa Monica		
Pettis, Greg (video)	CVAG		
Perry, Bev (call-in)	Brea		
Young, Toni	Port Hueneme		

New Members
None

1.0 CALL TO ORDER
Pam O'Connor, Chair, called the meeting to order at 10:40 a.m.

2.0 PUBLIC COMMENT PERIOD
None offered.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Minutes of January 18, 2005 approved with correction for Paul Bowlen representing Cerritos (not Manhattan Beach)

4.2 Minutes of the BIA/RCP Workshop, February 25th, 2005 approved with correction to Kurt Nelson of JCC Homes (not VCC Homes)

5.0 ACTION ITEMS

5.1 Water

A presentation was given by SCAG staff member, Dan Griset, and a discussion of the issues on this subject ensued. Mr. Griset responded to the questioning. The task force unanimously approved a report to the EEC and directed staff to proceed on drafting the Water Chapter.

5.2 Open Space and Habitat

A brief presentation was given by SCAG staff member Ashwani Vasishth regarding the Open Space and Habitat Chapter, summarizing that natural habitat needs to be integrated into city planning. Mr. Vasishth then introduced speaker Jennifer Wolch of USC who gave a PowerPoint presentation on the Green Vision Plan that demonstrated how it would be possible to integrate Natural Habitat and City Planning. Handouts were provided.

Mr. Vasishth then introduced Dan Silver of the Endangered Habitat League who gave a presentation that explained that San Diego and Ventura County would be good models to follow for this type of integration. Mr. Vasishth called for an additional meeting with stakeholders this next month to generate such a plan.

The task force unanimously approved a report to the EEC and directed staff to proceed on drafting the Open Space and Habitat Chapter.

6.0 INFORMATION ITEMS

The Chair reminded SCAG staff to provide the materials from this meeting to Greg Pettis.

7.0 CHAIR'S REPORT

None

8.0 STAFF REPORT

Jacob Lieb gave a report on the activities with the Land Use Chapter.

Mark Pisano reported briefly on housing, land use, air quality issues, how CEQA affects planning, and what is happening in Sacramento with the Governor. He closed by asking the committee to take a closer look at CEQA and how it impinges on affordable housing.

9.0 FUTURE AGENDA ITEMS

None discussed

10.0 ANNOUNCEMENTS

None

11.0 ADJOURNMENT

The meeting was adjourned at 12:40 p.m. The next Task Force was scheduled for April 25, 2005 from 10:30 a.m. to 12:30 p.m.

MEMO

DATE: **April 15, 2005**

TO: **Regional Comprehensive Plan Task Force**

FROM: Bruce DeVine, devine@scag.ca.gov, (213) 236-1903

RE: **Economic Policy Measures Advocated by SCAG**

Action:

Provide input to Staff regarding issues to be addressed in the Economy and Workforce Training chapter of the Regional Comprehensive Plan and direction on the Action Plan for the chapter.

Background:

Much of an economist's output at an agency such as SCAG is explanatory rather than policy creation-oriented. In reality, the region, unlike the state or the cities and counties, has little real economic policy power. What SCAG lacks in enforceable policies and powers, however, it makes up for in the crucial area of information. Our information gathering and processing, combined with our vision for the whole region and its place in the state and the nation, enables SCAG to make reasonable and informed recommendations on economic matters.

The attached matrix, titled **"SCAG Economic Policy Statements and Recommendations for Revision"** contains a list of such recommendations culled from four key SCAG documents: the Economy Chapter of the 1996 RCP&G, the 2004 RTP, Southern California Compass, and the "Southern California Regional Strategy for Goods Movement: A Plan for Action" (March 2005)

You will notice that the right hand column of the matrix is incomplete. Time and project constraints prevented me from completing it in time for this agenda, although most of the economic policy recommendations quoted in the matrix are somewhat timeless. The prescriptions for regional economic problems, in most cases, still apply. We do have new situations and new priorities to deal with--the port/logistics/goods movement issues, for example. But hopefully I have picked up enough from the four documents to give us some subject matter to work on.

At our April 25 Task Force meeting, in addition to discussing economic policies and needed changes, I would also appreciate the Task Force's direction and assistance in finalizing an action plan for chapter completion. Your input, particularly regarding the levels of government responsibility for various types of policy, will be invaluable.

SCAG Economic Policy Statements and Recommendations for Revision

Based on the Economy Chapter of the 1996 RCP&G, the 2004 RTP, Southern California Compass, and the "Southern California Regional Strategy for Goods Movement: A Plan for Action" (March 2005)

April 2005
Regional Comprehensive Plan Task Force

RCP&G Economy Chapter Overarching Theme Statement:

A new economy forces a new set of public and private sector assumptions and priorities. . . . ***a new economic model must be developed that positions both business and government to be profitable and competitive regionally, nationally and internationally.*** *Within this new economic paradigm* ***growth and wealth creation will be measured . . . in terms of human resources, the skill levels of regional workers, and the pipeline of future workers.*** *For this reason, public and private sector organizations and regions must think strategically as they develop plans for their future. The foundation for such a model is* ***to identify and capitalize on competitive advantages found within Southern California's business, government and educational institutions*** *and create a complementary infrastructure.* (Emphasis added).

	Policy Statement	Recommended Change or Comment
1	(*Under "Regional Economic Goals"*) Income targets for 2020 should be phrased in terms of desired growth rates of real income, . . .	None
2	The region's gains in economic prosperity (should be) shared broadly by residents throughout the region.	None
3	. . . attracting, retaining and training a diverse labor force has become an increasingly important objective for regional economies.	More emphasis needs to be put on this point given the low level of educational achievement of much of our work force and working age youth. Note the overarching theme statement's reference (above) to the quality of the region's work force.
4	Regional policy makers need to be concerned with five major categories of competitive resources: a. A competitive work force b. Efficient infrastructure c. Quality of life d. The "business climate" e. Business leadership	
5	For the region to remain globally competitive . . . significant new investment will be required to expand capacity in order to benefit from the strong growth in international trade expected . . .	
6	Governments and private sector organizations must develop global trade logistics infrastructure support facilities that will help local businesses remain competitive and assist the region in attracting foreign investment.	See also statements #17 through #21, below.
7	Quality of life includes environmental amenities, adequate resources to combat crime, cultural resources, affordable housing, and efficient transportation systems.	
8	Rules and regulations are a factor in business location . . . Southern California cannot ignore the implications of permit processes on location decisions.	
9	The new economy makes impractical and inappropriate the old hierarchical, big company-dominated (leadership) structures of the past. It will require a new kind of business leadership—drawing from the region's increasingly diverse economic and demographic base.	

10	The region must increase its share of employment in those industries and service sectors where wages and salaries will be higher than average and where growth nationwide and internationally is expected to be strong. The emerging information-driven industries represent the fast-growth, high-wage arenas that will define the nation's economic future.	
11	A state-of-the-art strategy to energize basic industry will require collaboration and cooperation through industrial clusters . . . The first step is to increase awareness of both the private and the public sector in the region as to what efforts are already under way supporting industry cluster formation.	
12	Public investment is necessary to attract private investment, as well as to maintain and improve the quality of life. The ability to attract workers and firms is dependent upon critical infrastructure investment that can create good schools, mitigate congestion and crime problems, and create world class recreational opportunities.	
13	. . . fundamental fiscal reform at the state and local level will be required in order to meet the capital investment requirements of the region's economy. The paramount importance local government accords sales tax revenue places a premium on tax-generating retail business rather than on wealth-generating basic industry.	Primarily State fiscal reform, including curbing state government's ability to hijack local school and transportation funds. At the local level, de-emphasis of sales tax is needed.
14	It is the responsibility of SCAG and other regional organizations, in cooperation with regional businesses, to achieve buy-in at the subregional, city, and county levels to the need for expanding the region's economic base. City management and . . . local elected officials must become active partners in the regional economic strategy.	

Relationship of the 2004 Regional Transportation Plan to RCP Economic Policy

"The 2004 RTP boosts regional employment economic vitality through transportation infrastructure investments funded through the private sector and backed by user fees . . . This regional strategy, if successful, will become a powerful economic development tool that will generate jobs, increase per capita wealth and restore economic competitiveness and social equity. In the long run, private sector infrastructure investments can revitalize the SCAG Region's economy and enhance its global economic position. . .Moreover, the economic benefits from private investments of this magnitude will not be confined to the SCAG Region; positive State and national economic impacts will also be generated."

15	Adjust the fuel excise tax rate to maintain historical purchasing power. Further, maximize fuel tax revenue through pay-as-you-go and debt financing.	
16	Pursue user-fee supported project financing for major regional investments where applicable.	

Economic Policy Measures Advocated in the Southern California Goods Movement Policy Paper

One-third of all waterborne freight container traffic at U.S. ports is handled by the Ports of Los Angeles and Long Beach. Fifty to seventy percent of the freight coming into these two ports is headed for destinations outside the region . . . Southern California provides these services to the nation while enduring substantial local burdens, including traffic congestion, air pollution, noise, public health impacts, visual blight, and freight-related safety incidents. These burdens are not compensated, thus forming an effective subsidy for lower-priced goods in other states . . . The national purpose served by Southern California's goods movement system points to the need for strong federal assistance in addressing the problem.

17	The federal government should explore ways to compensate the region for the services it provides, and should take legislative action to allow the region to pursue innovative funding strategies to build the needed infrastructure.	
18	Improvements to the goods movement system should not come at the expense of other transportation system investments . . . Other sources of public and private funds must be tapped (homeland security, environmental protection, defense funds, user fees, and growth in customs fees, among others).	
19	Both the Federal and State governments must act to support innovative procurement and public-private funding mechanisms.	
20	Again, given current limits on local and state finances, innovative methods will be needed to procure and pay for these system improvements. Policy makers have the responsibility to enhance innovative financing opportunities so that public funds can better support critical goods movement projects	The Goods Movement Policy Paper contains a list of innovative financing arrangements that involve local borrowers and the state and federal governments. While these are not strictly economic policy measures they are included here because they involve financial activities that are related.
21	Three types of initiatives are currently being implemented by public and private sector goods movement stakeholders in southern California: • Operating enhancements • Environmental mitigations/enhancements, and • System/physical enhancements. Each category includes both short-term actions – generally, those that will have an effect immediately, or within about the next five years – and longer-term actions.	Following this statement is a long list of actions being undertaken or to be undertaken to enhance the efficiency of the region's goods movement sector while at the same time reducing its negative side effects. As these are not strictly economic policy measures, we refer the reader to SCAG's Goods Movement Policy Paper for details.
Southern California Compass: Growth Visioning and Economic Policy Among the various strategies and principles for managing growth crafted by the Growth Visioning Subcommittee the ones most relevant to economic policy are Mobility and Prosperity. Much of what the Compass project has to say in these areas has already been covered in the sections above, but it may be worthwhile to rephrase it in Growth Visioning terms.		
22	Under "Mobility" the following recommendations appear: • Encourage transportation investments and land use decisions that are mutually supportive. • Locate new housing near existing jobs and new jobs near existing housing.	
23	The "Prosperity" Principle is stated as "Enable Prosperity for all people", virtually the same as statement #2, above, from the Economy chapter of the RCP&G. Under this Principle we find: • Provide in each community a variety of housing types to meet the needs of all income levels. • Support local and state fiscal policies that encourage balanced growth.	

MEMO

TO: Regional Comprehensive Plan Task Force

FROM: Ted Harris, Air Quality Program Manager, (213) 236-1916, harrist@scag.ca.gov

DATE: April 25, 2005

SUBJECT: Preliminary Air Quality Discussion

RECOMMENDED ACTION:

Provide input to staff regarding issues to be addressed in the Air Quality element of the Regional Comprehensive Plan.

INTRODUCTION:

The purpose of the initial discussion on air quality is to review pertinent laws, regulations, and policies and to begin to summarize existing activities and additional opportunities to achieve federal and state health-based air quality standards and to overcome emerging air quality challenges. Southern California has the worst air quality in the nation, and this challenge calls for aggressive, inclusive actions. The Air Quality element of the Regional Comprehensive Plan can coordinate the various actions to help us implement the most effective technologies, transportation investments, urban form, and consumer choices, which reduce air pollution, improve air quality, and protect health and the environment.

The primary audiences for the Regional Comprehensive Plan are local decision-makers, community and business leaders, planners/policy analysts, not-for-profit groups, and other stakeholders in Southern California. In addition, if the RCP is designed to be useful and interesting and if it is made available to the media and the general public, then it could be an important tool to help communicate individual behaviors and consumer choices, which could, collectively, provide substantial improvements to ambient air quality.

BACKGROUND:

Considerable progress has been made to clear the skies over the past 30 years—in the face of rapid growth in population, housing, employment, and vehicle miles traveled in Southern California. Effective federal, state, and regional requirements and successful regional air quality action plans (AQMP/SIPs) have jointly reduced hundreds of tons of air pollution each day from mobile, areas, and stationary sources in Southern California. However, recent trends and emerging health evidence indicate that much more work will be needed to achieve healthful air for all Southern Californians. Specifically, ambient air quality trends over the last five years indicate that progress appears to be stalling, and emerging evidence from the health community suggests that

health impacts, especially from exposure to fine and ultra-fine diesel particulate pollution, may be more severe than previously understood. In light of this evidence, and considering the dramatic increase in diesel emissions that could occur over the next 25 years if the projected increases in emissions from international trade is not adequately abated, then more effective, health-based strategies must be implemented as soon as feasible. If the region does not attain healthful air by the federally required schedules, then our quality of life and our federal transportation funding will be jeopardized. Various activities are currently underway to overcome this challenge, and the RCP Air Quality Element can help coordinate these various activities and help identify additional actions needed to effectively reduce emission, especially from growing diesel emissions sources, including ships, locomotives, and the port complex.

Federal Air Quality Law

Federal Clean Air Act (Act). The Act requires attainment of National Ambient Air Quality Standards (NAAQS) for criteria air pollutants, i.e. pollutants causing human health impacts. The following criteria pollutants have been identified: ozone, particulate matter, carbon monoxide, lead, nitrogen dioxide, and sulfur dioxide. The original 1970 Clean Air Act required attainment by 1975. The Act was amended in 1977 and 1990 to extend the attainment deadlines. Current deadlines vary by pollutant and severity of pollution in the region.

AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	0.12 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Motor vehicles.
	8 hours	---	0.08 ppm*		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, CO interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9 ppm	9.0 ppm		
Nitrogen Dioxide (NO_2)	Annual Average	---	0.05 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.25 ppm	---		

Sulfur Dioxide (SO_2)	Annual Average	---	0.03 ppm	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	---		
	24 hours	0.04 ppm	0.14 ppm		
Suspended Particulate Matter (PM_{10} $PM_{2.5}$)	Annual Geometric Mean	30 ug/m^3 (PM_{10})	65 ug/m^3 ($PM_{2.5}$)*	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	---	50 ug/m^3 (PM_{10})		
	24 hours	50 ug/m^3 (PM_{10})	150 ug/m^3 (PM_{10}) 15 ug/m^3 ($PM_{2.5}$)*		
Lead	Monthly	1.5 ug/m^3	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurologic dysfunction (in severe cases).	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	---	1.5 ug/m^3		
Sulfates (SO_4)	24 hours	25 ug/m^3	---	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.

Source: California Air Resources Board, *Ambient Air Quality Standards*, January 25, 1999.
* Pending new, more protective state 8-hour ozone standard

Toxic Air Contaminants

Toxic air contaminants (TACs), also referred to as hazardous air pollutants (HAPs), are generally defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. Toxic air contaminants are emitted by a variety of mobile sources and industrial processes such as motor vehicle exhaust (especially diesel particulate pollution), petroleum refining, electric utility and chrome plating operations, and commercial operations such as gasoline stations and dry cleaners. TACs may exist as particulate matter or as vapors (gases), and may include metals, other particles, gases adsorbed on to particles, and certain vapors from fuels and other sources. An example of such a pollutant is the chemical benzene, which is in gasoline. Inhaling fumes that contain benzene could increase your chances of getting cancer.

The emission of toxic substances into the air can be damaging to human health and to the environment. Human exposure to these pollutants at sufficient concentrations and durations can result in cancer, poisoning, and rapid onset of sickness, such as nausea or difficulty in breathing. Other less measurable effects include immunological, neurological, reproductive, developmental, and respiratory problems. Pollutants deposited onto soil or into lakes and streams affect ecological systems and eventually human health through consumption of contaminated food.

State Implementation Plans. The federal Clean Air Act requires each state to develop a State Implementation Plan (SIP) to attain the standards by the applicable attainment deadlines. SIPs must be approved by the Federal Environmental Protection Agency (EPA) as containing sufficient measures to timely attain NAAQS and meet other requirements described below. SIPs must contain air pollution measures in adopted, regulatory form within one year after approval by EPA. Upon approval by EPA, SIP requirements can be enforced against regulated sources by EPA and by any citizen.

In Southern California, SIP development is a joint effort of the local air agencies, SCAG, and the ARB, working with many other federal, state, and local agencies. Southern California responds to federal and state requirements be preparing Air Quality Management Plans (AQMPs), which regulate both stationary and mobile sources of air pollution and include proposed rules and transportation control measures (TCMs) designed to achieve sufficient emission reductions to achieve standards. AQMPs are submitted to ARB and are then sent to EPA as proposed SIPs. Once EPA approves an AQMP/proposed SIP, then it is considered the approved State Implementation Plan, which is the action plan that provides the emission controls needed for Southern California to achieve each federal health-based air quality standard.

Sanctions, Federal Implementation Plans, and Conformity Findings. If the state fails to submit an approvable SIP according to schedules in the Act, EPA is required to impose one sanction within 18 months, and a second if the failure is not cured within another six months. The sanctions are cutoffs of federal transportation funds (with certain exceptions) and an increased offset ratio (2:1) that would make it very difficult for stationary sources wishing to construct or modify to obtain required permits. In addition, EPA is required to promulgate, within two years of disapproving the SIP, a Federal Implementation Plan (FIP) to fill the gap in the deficient state plan. Finally, new conformity findings, which are required for federal approval or funding of highway and other projects, cannot be made 120 days after SIP disapproval.

Motor Vehicle Emission Controls. The Act initially required EPA to adopt emission limitations for motor vehicles. The 1990 Amendments require EPA to adopt regulations to achieve further reductions in emissions from motor vehicles, as well as from other mobile sources such as locomotives. States other than California are preempted from adopting emission limitations for motor vehicles and certain other mobile sources.

Exception: California can adopt motor vehicle standards, and standards for some --but not all-- other mobile sources, and other states can adopt the California standards.

Hazardous Air Pollutants. In addition to criteria pollutants, the Act regulates "hazardous air pollutants," i.e., those which can cause cancer or other severe localized health effects due to emissions from a single facility. EPA is required to adopt regulations mandating that new and existing sources emitting 10 tons per year or more of such pollutants employ Maximum Achievable Control Technology (MACT) according to specified schedules. EPA is to consider further reductions in the future to eliminate any remaining unacceptable residual risk.

State and Local Air Pollution Control Regulations

The Lewis Presley Act. Health and Safety Code sections 40400-40540 establish and specify authorities and planning responsibilities of the South Coast District (SCAQMD) and establish the responsibilities of SCAQMD and of SCAG in preparing Air Quality Management Plan/State Implementation Plans (AQMP/SIP).

The California Clean Air Act (CCAA). The CCAA establishes numerous requirements for district plans to attain state ambient air quality standards for criteria air contaminants. For example, a plan must contain measures adequate to achieve five percent per year emission reductions or must contain all feasible measures and an expeditious adoption schedule. For districts with serious air pollution, its attainment plan should include the following: no net increase in emissions from new and modified stationary sources; and best available retrofit technology for existing sources.

Toxic Air Contaminants. The Air Toxic Hot Spots Act (Health & Safety Code §§ 44300, et seq.) requires facilities emitting specified quantities of pollutants to conduct risk assessments describing the health impacts to neighboring communities created by their emissions of numerous specified hazardous compounds. If the district determines the health impact to be significant, neighbors must be notified. In addition, state law requires the facility to develop and implement a plan to reduce the health impacts to below significance, generally within five years. Additional control requirements for hazardous emissions from specific industries are established by the state and enforced by districts.

Agency Responsibilities:

California Air Resources Board (CARB): CARB is responsible for adopting motor vehicle emission standards; compiling the SIP for submission to EPA; approving district air quality plans as sufficient to meet state legal requirements; and general oversight of districts. CARB also has established state ambient air quality standards for criteria pollutants, which are somewhat more stringent than the national standards.

Air Quality Management Districts (AQMDs): Local districts are responsible for preparing the portion of the SIP applicable within their boundaries; adoption of control regulations for stationary sources; and implementation of indirect source and some transportation control measures (e.g. employee ridesharing rules).

There are four air basins and five air districts within the SCAG region, as described below.

- South Coast Air Basin (SCAB): covers the urbanized portions of the Los Angeles, Orange, Riverside, and San Bernardino counties and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).
- Ventura County portion of the South Central Coast Air Basin (SCCAB): covers the entire Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).
- Mojave Desert Air Basin (MDAB): covers the desert portions of the Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County and outside of the SCAG region. The SCAG portion of this air basin is under jurisdiction of three air districts:

  -Mojave Desert Air Quality Management District (MDAQMD) is the responsible agency for portions of the MDAB situated in San Bernardino County and the eastern part of Riverside County. The Riverside County portion is known as the Palo Verde Valley area.

  -SCAQMD is the responsible agency for a portion of the MDAB in Riverside County that is situated between the Salton Sea Air Basin (SSAB) and the Palo Verde Valley area.

  -Antelope Valley Air Quality Management District (AVAQMD) is the responsible agency for the Los Angeles County portion of the MDAB.
- Salton Sea Air Basin (SSAB): covers the entire County of Imperial and the eastern desert portion of Riverside County. The air basin is under the jurisdiction of two air districts:

  -Imperial County Air Pollution Control District (ICAPCD) is the responsible agency for the Imperial County portion of the SSAB.

  -SCAQMD is the responsible agency for the Riverside County portion of the SSAB situated between the SCAB and the MDAB.

Southern California Association of Governments (SCAG): SCAG is responsible for preparing the transportation control strategy portion of the SIPs, including development and monitoring of transportation control measures, land use, and population

projections. SCAG's role in the AQMP/SIP development process allows an important opportunity for local government to help reduce emissions from transportation sources. The Lewis Presley Act grants specific air quality authorities to SCAG and spells out the roles and responsibilities for SCAQMD and SCAG within the SIP development process. Specifically, SCAG is responsible for "preparing and approving" portions of the AQMP/SIP, including "transportation programs, measures, and strategies" (40460 (b)).

The 1990 amendments to the US Clean Air Act and the Transportation Conformity rule grant MPOs the authority to make conformity determinations for on-road mobile sources in the Regional Transportation Plan and the Regional Transportation Improvement Program. Thus, SCAG has the authority to make conformity determinations for on-road sources and has the responsibility to develop plans and programs that conform with the federal AQ standards and US DOT is responsible for approving SCAG's conformity determinations.

Transportation Conformity links transportation planning and emission reductions. Specifically, section (176(c) (42 U.S.C. 7506(c)) requires transportation plans and programs to be consistent with ("conform to") the air quality goals established by a state air quality implementation plan (SIP). According to the CAA, transportation plans and programs cannot:

- create new violations of the federal air quality standards;
- increase the frequency or severity of existing violations of the standards; or
- delay attainment of the standards

SIPs include emission budgets that serve as emission limits for on-road mobile sources included in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP).

Five key tests are used to determine transportation air quality conformity:

1.Interagency consultation and public involvement
2.Consistency between the RTIP and the RTP
3.Regional emission budgets (budget tests or interim emission tests)
4.Funds to implement
5.Timely implementation of Transportation Control Measures (TCMs)

SCAG provides an important regional leadership role for the region. With authorities in SIP development, transportation planning, and Transportation Conformity, the Regional Council, policy committees, and task forces help provide a regional context and a systems, outcomes-oriented approach to target emission reduction strategies that are efficacious, coordinated, and cost-effective. Other the past 30 years, considerable progress has been made to improve air quality in Southern CA, but, as noted above,

substantial reductions are needed to meet our air quality goals. If the political leadership in Southern California is strong enough to commit the resources needed to overcome this challenge, then our success will provide a model for other regions to look to Southern California for innovative strategies to protect public health and the environment.

CONCLUSION:

The RCP Air Quality Element can help guide and coordinate the various air quality activities in Southern California and help identify gaps that the region could more effectively address in the next air and transportation plans. Integrated, innovative, and aggressive actions are needed to remove hundreds of tons of air pollutants emitted each day in Southern California, and the policies, opportunity areas, and actions identified in the RCP Air Quality Element will provide a useful resources to help everyone work together to achieve clean skies.

ATTACHMENTS:

- SCAG Air Quality Policies
- Introduction to the 2003 Air Quality Management Plan for the South Coast
- Preliminary Outline of the RCP Air Quality Element

Air Quality Policies

SourceDocument	*id*	*Policy*	*Type*
1996 RCPG			
	110	Encourage local participation in the consensus processes regarding conformity processes through SCAG's Transportation Conformity Working Group and the Modeling Task Force.	
		☑ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☑ Other	
	106	Work cooperatively with the region's air districts, ARB and EPA to develop a coordinated game plan to resolve federal/state submission problems and standard differences, and to identify socioeconomic considerations. Local jurisdictions' participation should be sought in the negotiations to resolve conflicting federal and state submittal requirements and ambient air quality standards.	Policy
		☐ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☑ Other	
	98	Encourage planned development in locations least likely to cause environmental impact.	Policy
		☐ Transportation ☐ Energy ☑ Land Use ☑ Water ☐ Housing ☑ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☑ Other	

SourceDocument	id	Policy	Type
	108	Work to implement consensus-based approaches to emission reductions from goods movement sources, using the goods movement task force process, studies, and recommendations advocated by SCAG in the 1994 South Coast Air Quality Management Plan (Appendix IV-C).	Policy

- [x] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [x] Other

	109	Work with local, state, and federal agencies to streamline the conformity process and eliminate or revise provisions that are unworkable or of questionable value for ensuring conformity whit the purpose of the State Implementation Plan as required by Section 176(c) of the Federal Clean Air Act.	Policy

- [x] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [x] Other

	111	Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.	Policy

- [x] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [ ] Other

SourceDocument	id	Policy	Type
	112	Ensure through the Transportation Improvement Plan and conformity processes that funding priority for transportation measures identified in the attainment plans are adhered to in local decision making. In addition, support recognition of these priorities in the federal and state transportation appropriation processes.	Policy
		☑ Transportation ☐ Energy ☑ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☐ Other	
	113	Work to ensure that those infrastructure projects and transportation programs identified as Transportation Control Measures in the State Implementation Plan are not sanctioned or withheld in the event sanctions are imposed.	Policy
		☑ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☐ Other	
	114	SCAG and the region's air districts should continue to maintain Memoranda of Understanding detailing cooperative planning relationships and requiring that regional growth forecasts be used in the development of all air district plans.	Policy
		☐ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☑ Other	
	116	Actively reach out to both private and public sectors to assist in the development of approaches, formation of implementation strategies and identification of fiscal resources to help achieve implementation air quality-related projects and programs.	Policy
		☐ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☑ Economy ☑ Other	

SourceDocument	id	Policy	Type
	83	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	Policy

- [x] Transportation
- [x] Land Use
- [x] Housing
- [x] Air Quality
- [x] Economy
- [x] Energy
- [x] Water
- [x] Habitat and Open Space
- [x] Solid Waste
- [x] Other

	115	Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.	Policy

- [x] Transportation
- [x] Land Use
- [ ] Housing
- [x] Air Quality
- [x] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [x] Other

EIR

	163	Encourage the ports to extend their operating hours in order to reduce heavy-duty truck traffic during peak periods, thereby reducing the VHT these trucks spend in delay.	Mitigatio

- [x] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [ ] Other

	171	Encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price.	Mitigatio

- [x] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [x] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [ ] Other

SourceDocument	id	Policy	Type
	169	Encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.	Mitigatio

- [x] Transportation
- [ ] Energy
- [ ] Land Use
- [ ] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [x] Solid Waste
- [ ] Economy
- [ ] Other

	164	Facilitate implementation of the transportation control measures outlined in the 2003 SCAQMP.	Mitigatio

- [x] Transportation
- [ ] Energy
- [ ] Land Use
- [ ] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [ ] Economy
- [ ] Other

	162	Encourage education about and implementation of California's Parking Cash Out law as a means of further reducing VMT.	Mitigatio

- [x] Transportation
- [ ] Energy
- [ ] Land Use
- [ ] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [ ] Economy
- [ ] Other

Growth Vision

	79	Encourage investment in transit.	Policy

- [x] Transportation
- [x] Energy
- [x] Land Use
- [ ] Water
- [x] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [x] Economy
- [x] Other

	72	Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Principle

- [x] Transportation
- [x] Energy
- [x] Land Use
- [x] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [x] Solid Waste
- [ ] Economy
- [x] Other

SourceDocument	id	Policy	Type
	61	Promote "people-scaled", walkable communities.	Principle

- [x] Transportation
- [x] Land Use
- [x] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [x] Other

	56	Encourage transit-oriented development.	Principle

- [x] Transportation
- [x] Land Use
- [x] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [x] Other

	82	Promote compact, centers- and corridors-focused development, mixed-use, and transit-oriented development.	Strategy

- [x] Transportation
- [x] Land Use
- [x] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [x] Other

Resolutions

	148	Supports only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.	Position

- [ ] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [x] Energy
- [x] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [ ] Other

	145	Encourage local jurisdictions to purchase alternative fuel vehicles, support the installation of refueling infrastructure, planning, education, and outreach to promote alternative fuel vehicles, support the development of legislation, programs, funding, and technology which addresses clean fleets and alternative fuels.	Position

- [x] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [x] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [ ] Other

SourceDocument	id	Policy	Type
	144	RC opposes current power plant projects at the US-Mexico border, until California Best Available Control Technologies are installed and maintained on all power plants along the border.	Position

- [ ] Transportation
- [x] Energy
- [ ] Land Use
- [ ] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [ ] Economy
- [ ] Other

	143	RC urges federal government to establish common environmental standards and enforcement procedures with Mexico to protect residents' health and to assure that new border stationary sources have minimal negative impacts on the environment.	Position

- [ ] Transportation
- [ ] Energy
- [ ] Land Use
- [ ] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [ ] Economy
- [x] Other

	138	Approves participation with Caltrans to undertake the development of an implementation strategy for congestion pricing.	Position

- [x] Transportation
- [ ] Energy
- [ ] Land Use
- [ ] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [x] Economy
- [ ] Other

RTP

	26	Focus growth along transit corridors and nodes to utilize available capacity.	Policy

- [x] Transportation
- [ ] Energy
- [x] Land Use
- [ ] Water
- [x] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [ ] Economy
- [ ] Other

SourceDocument	id	Policy	Type
	9	HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to SCAG's adopted Regional Performance Indicators.	Policy

- [x] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [ ] Other

	39	Prioritize transportation projects that maximize efficient use of existing capacity, such as Traffic Management Centers, ramp metering, signal synchronization and other ITS.	Policy

- [x] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [ ] Other

	48	Reflect environmental, environmental justice, and local quality of life constraints at existing airports that operate in built-out urban environments.	Principle

- [x] Transportation
- [x] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [x] Other

	14	Support funding for education and outreach to all employers and to the general public in order to increase awareness and participation in ridesharing.	Strategy

- [x] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [ ] Other

	12	Program public funds into the RTIP to help maintain the public sector share of the existing rideshare market and to increase the number of carpoolers by 8,000 annually.	Strategy

- [x] Transportation
- [ ] Land Use
- [ ] Housing
- [x] Air Quality
- [ ] Economy
- [ ] Energy
- [ ] Water
- [ ] Habitat and Open Space
- [ ] Solid Waste
- [ ] Other

SourceDocument	id	Policy	Type
	13	Provide "seamless" intra- and inter-county carpool services to the regional traveler.	Strategy
		☑ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☐ Other	
	15	Together with county transportation commissions, SCAG will work to further refine existing rideshare tracking, documentation and reporting methods, so as to improve the Region's ability to effectively demonstrate timely implementation of Transportation Control Measures.	Strategy
		☑ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☐ Other	
	16	Formalize and expand partnerships among public and private sector stakeholders to improve delivery of vanpool services regionally, increase ridership, and improve outreach efforts.	Strategy
		☑ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☐ Other	
	17	Increase the number of commuter vanpools from 1,400 to 5,000 through more effective marketing, an increase in dedicated public-sector staffing and resources, and the provision of non-monetary public sector incentives.	Strategy
		☑ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☐ Other	

SourceDocument	id	Policy	Type
	18	Establish a dedicated funding source for planning and implementing vanpool programs and services.	Strategy

- [x] Transportation
- [ ] Energy
- [ ] Land Use
- [ ] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [ ] Economy
- [ ] Other

	19	Facilitate a regionally coordinated marketing strategy among the public and private sectors to enhance vanpool programs, increase ridership and improve outreach efforts.	Strategy

- [x] Transportation
- [ ] Energy
- [ ] Land Use
- [ ] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [ ] Economy
- [ ] Other

	20	Formalize and expand partnerships among public and private sector stakeholders to increase opportunities for wage and salary workers regionally to telecommute in lieu of daily commuting.	Strategy

- [x] Transportation
- [ ] Energy
- [ ] Land Use
- [ ] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [ ] Economy
- [ ] Other

	21	Promote achievement of a 4-5 percent telework/telecommute goal to increase opportunities for wage and salary workers regionally to telecommute in lieu of daily commuting.	Strategy

- [x] Transportation
- [ ] Energy
- [ ] Land Use
- [ ] Water
- [ ] Housing
- [ ] Habitat and Open Space
- [x] Air Quality
- [ ] Solid Waste
- [ ] Economy
- [ ] Other

SourceDocument	id	Policy	Type
	22	Explore the opportunity to develop and to disseminate educational programs at the county and community level that promote consumers' use of non-motorized travel modes for non-work trips made during commute hours.	Strategy
		☑ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☐ Other	
	23	Explore partnerships among public and private sector providers of medical, shopping, school, recreation and related services and programs to identify alternative modes of travel to their establishments and to evaluate their ability to offer consumer services during non-commute hours.	Strategy
		☑ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☑ Other	
	38	Prioritize transportation projects that improve access to airports, cargo facilities, and intermodal centers.	Strategy
		☑ Transportation ☐ Energy ☐ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☑ Other	
	41	Advance long-range study corridors from the 2001 RTP in high-demand and/or high-growth areas, based upon the findings of the RSTIS process.	Strategy
		☑ Transportation ☐ Energy ☑ Land Use ☐ Water ☐ Housing ☐ Habitat and Open Space ☑ Air Quality ☐ Solid Waste ☐ Economy ☐ Other	

SourceDocument	id	Policy	Type
	24	Use the proposed funding for non-motorized transportation to implement bikeway expansion projects, create a bicycle- and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking, and conduct public safety education for bicyclists and pedestrians.	Strategy

☑ Transportation	☐ Energy
☑ Land Use	☐ Water
☑ Housing	☐ Habitat and Open Space
☑ Air Quality	☐ Solid Waste
☐ Economy	☑ Other

CHAPTER 1
INTRODUCTION

Purpose

Constraints in Achieving Standards

Control Efforts

Progress in Implementing the 1997/1999 SIPs

2003 AQMP Revision

Format of This Document

PURPOSE

The South Coast Air Quality Management District (District) amended the 1997 Air Quality Management Plan (AQMP) in 1999 to address the U.S. Environmental Protection Agency's (U.S. EPA's) proposed disapproval of the 1997 Ozone SIP revision to ensure that the 1997 AQMP complied with or exceeded federal requirements. The 1999 AQMP amendments to the 1997 AQMP were subsequently approved by the U.S. EPA into the State Implementation Plan (SIP) in April 2000. The District updated the PM10 portion of the 1997 AQMP for both the South Coast Air Basin and Coachella Valley in 2002 as part of the District's request to extend the PM10 attainment date from 2001 to 2006 for these areas as allowed under the federal Clean Air Act (CAA). The U.S. EPA approved the 2002 update on April 18, 2003.

The purpose of the 2003 Revision to the Air Quality Management Plan (AQMP or Plan) for the South Coast Air Basin (Basin) and those portions of the Salton Sea Air Basin under District jurisdiction, is to set forth a comprehensive program that will lead these areas into compliance with all federal and state air quality planning requirements. Specifically, the 2003 AQMP Revision is designed to satisfy the California Clean Air Act (CCAA) tri-annual update requirements and fulfill the District's commitment to update transportation emission budgets based on the latest approved motor vehicle emissions model and planning assumptions. The Plan will be submitted to U.S. EPA as a SIP revision once it is approved by the District Governing Board and the California Air Resources Board (CARB). The key federal and state planning requirements are summarized briefly later in this chapter.

The 2003 AQMP sets forth programs which require the cooperation of all levels of government: local, regional, state, and federal. Each level is represented in the Plan by the appropriate agency or jurisdiction that has the authority over specific emissions sources. Accordingly, each agency or jurisdiction is associated with specific planning and implementation responsibilities.

At the federal level, the U.S. Environmental Protection Agency (U.S. EPA) is charged with regulation of 49-state on-road motor vehicle standards; trains, airplanes, and ships; and non-road engines less than 175 horsepower. The CARB, representing the state level, also oversees on-road vehicle emission standards, fuel specifications, some off-road sources and consumer product standards. At the regional level, the District is responsible for stationary sources and some mobile sources. In addition, the District has lead responsibility for the development and adoption of the Plan. Lastly, at the local level, Associations of Governments have a dual role of leader and coordinator. In their leadership role, they, in cooperation with local jurisdictions and subregional associations, develop strategies for these jurisdictions to implement; as a coordinator, they facilitate the implementation of these strategies. For the South Coast Air Basin, the

Southern California Association of Governments is the District's major partner in the preparation of the AQMP. Interagency commitment and cooperation are the keys to success of the AQMP.

Since air pollution physically transcends city and county boundaries, it is a regional problem. No one agency can design or implement the Plan alone and the strategies in the Plan reflect this fact.

CONSTRAINTS IN ACHIEVING STANDARDS

The District is faced with a number of constraints or confounding circumstances to achieving clean air. These include the physical and meteorological setting, the large pollutant emissions burden of the Basin, and the rapid population growth of the area.

Setting

The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county South Coast Air Basin (Basin) (Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties), and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The Basin, which is a subregion of the SCAQMD's jurisdiction, is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. It includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The Riverside County portion of the SSAB is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley. The federal nonattainment area (known as the Coachella Valley Planning Area) is a subregion of Riverside County and the SSAB that is bounded by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east. The Los Angeles County Portion of the MDAB (known as north county or Antelope Valley) is bounded by the San Gabriel Mountains to the south and west, the Los Angeles/Kern county border to the north, and the Los Angeles/San Bernardino county border to the east. The SSAB and MDAB were previously included in a single large Basin called the Southeast Desert Air Basin (SEDAB). On May 30, 1996, the California Air Resources Board replaced the SEDAB with the SSAB and MDAB. In July 1997, the Antelope Valley area of MDAB was separated from the District and incorporated into a new air district under the jurisdiction of the newly formed Antelope Valley Air Pollution Control District (AVAPCD). The entire region is shown in Figure 1-1.

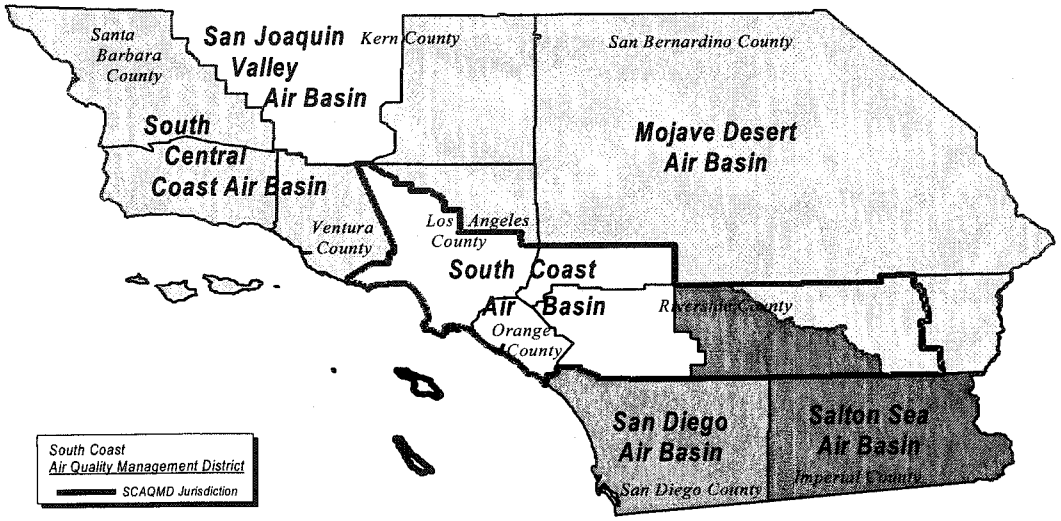

FIGURE 1-1

Boundaries of the South Coast Air Quality Management District and Federal Planning Areas

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential, and constrain the District's efforts to achieve clean air. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone, and this region experiences more days of sunlight than any other major urban area in the nation except Phoenix.

The Basin's economic base is diverse. Historically, the four counties of the Basin have collectively comprised one of the fastest-growing local economies in the United States. Significant changes have occurred in the composition of the industrial base of the region in the past twenty years. As in many areas of the country, a large segment of heavy manufacturing, including steel and tire manufacturing and automobile assembly, has been phased down. Small service industries and businesses resulting from growth in shipping and trade have replaced much of the heavy industry.

The Coachella Valley Planning Area is impacted by pollutant transport from the South Coast Air Basin. In addition, pollutant transport occurs to the Antelope Valley, Mojave Desert, Ventura county, and San Diego county. As part of this AQMP revision, transport issues relative to the Coachella Valley Planning Area are specifically addressed in Chapter 8 and Appendix V.

In summary, the diverse geographical characteristics of the Southern California region place a significant constraint on achieving air quality standards.

Emission Sources

The pollution burden of the Basin is substantial. In spite of substantial reductions already achieved, additional significant reductions of volatile organic compounds and oxides of nitrogen in the South Coast Air Basin are needed to attain the federal air quality standards.

Air pollution forms either directly or indirectly from pollutants emitted from a variety of sources. These sources can be natural, such as oil seeps, vegetation, or windblown dust. Emissions may also result from combustion, as in automobile engines; from evaporation of organic liquids, such as those used in coating and cleaning processes; or through abrasion, such as from tires on roadways. The air pollution control strategy in the AQMP is directed almost entirely at controlling man-made sources. Natural emissions are accounted for in the background and initial conditions for the air quality modeling analysis described in Chapters 5 and 8 and Appendix V.

Population

Since the end of World War II, the Basin has experienced faster population growth than the rest of the nation. Although growth has slowed somewhat, the region's population is expected to increase significantly through 2020. Table 1-1 shows the projected growth based on SCAG's regional growth forecast.

Although per-capita emissions have been brought down substantially in the Basin through 50 years of implementing pollution controls, increases in the population over that time have made overall emission reductions more difficult. Many sources, such as automobiles, have been significantly controlled. However, increases in the number of sources, particularly those growing proportionally to population, reduce the potential air quality benefits of new controls. The net result is that unless significant steps are taken to further control air pollution, growth will overwhelm much of the improvements expected from the existing control program.

TABLE 1-1

Population Growth

Year	Population	Average Percent Increase Per Year Over the Period
1950	4.8 million	--
1980	10.5 million	4.0
1990	13.0 million	2.4
2000	14.8 million	1.4
2010	16.6 million	1.2
2020	18.2 million	1.0
2025	19.2 million	1.0

CONTROL EFFORTS

History

The seriousness of the local air pollution problem was recognized in the early 1940s. In 1946, the Los Angeles County Board of Supervisors established the first air pollution control district in the nation to address the problems of industrial air pollution. In the mid-1950s, California established the first state agency to control motor vehicle emissions. Countywide or regional air pollution districts were required throughout the state by 1970. Many of the controls, originating in California, became the basis for the federal control program which began in the 1960s.

Nearly all control programs developed to date have relied on the development and application of cleaner technologies and add-on emission control devices. Industrial and vehicular sources have been significantly affected by these technologies. Only recently have preventive efforts come to the forefront of the air pollution control program, (e.g., alternative materials, waste minimization, and maintenance procedures for industrial sources).

In the 1970s, it became apparent at both the state and federal levels that local programs were not enough to solve a problem that was regional in nature and did not stay within jurisdictional boundaries. Instead, air basins, defined by geographical boundaries, became the basis for regulatory programs.

In 1976, the California Legislature adopted the Lewis Air Quality Management Act which created the South Coast Air Quality Management District from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The new agency was charged with developing uniform plans and programs for the region to attain federal standards by the dates specified in federal law. The agency was also mandated to meet state standards by the earliest date achievable, using reasonably available control measures.

Rule development in the 1970s through 1990s resulted in dramatic improvement in Basin air quality (see Appendix II). However, the effort to impose incremental rule changes on the thousands of stationary sources through the command-and-control regulatory process had its limitations in economic efficiency. The 1991 AQMP introduced the concept of a Marketable Permits Program and outlined the framework of an idea that was forerunner to what is now known as the Regional Clean Air Incentives Market (RECLAIM).

A historical milestone occurred with the adoption of RECLAIM on October 15, 1993. RECLAIM is an alternative means of achieving further emission reductions from stationary sources, different from the traditional source-specific regulatory program. RECLAIM, a cap and trade program, calls for declining mass emission limits on the total emissions from all sources within a facility. The facility can choose from a selection of methods for achieving the prescribed emission reductions: add-on controls, use of reformulated products, changes in production, purchase of excess emission reductions from other sources, and/or any other methods that would be enforceable and quantifiable.

Since the introduction of the RECLAIM program, the District has committed to provide compliance flexibility and has developed various economic incentive programs to ensure maximum feasible reductions while reducing compliance costs. For example, in 2001, the AQMD Governing Board adopted six mobile and area source pilot credit generation rules. NOx emission reductions generated from these pilot credit generation rules can be used in the RECLAIM program.

In summary, while the District's effort to achieve applicable ambient air quality standards continues to rely on the successful command-and-control regulatory structure, the strategy is supplemented where appropriate with market incentive and compliance flexibility strategies.

Impact of Control

Past air quality programs have been effective in improving the Basin's air quality. Ozone levels have been reduced by half over the past 30 years, nitrogen dioxide, sulfur dioxide, and lead standards have been met, and other criteria pollutant concentrations

have significantly declined. The federal and state CO standards were also met as of the end of 2002. However, the Basin still experiences exceedances of health-based standards for ozone and particulate matter under ten microns in size (PM10). Air quality summaries and health effects in the Basin are briefly discussed in Chapter 2; Appendix II provides an in-depth analysis of air quality as measured within the District's jurisdiction. The new federal 8-hour ozone and PM2.5 air quality standards and the state annual PM2.5 standards, although not yet applicable for the purpose of the AQMP, are discussed in Chapter 10.

PROGRESS IN IMPLEMENTING THE 1997/1999 SIPs

Progress in implementing the 1997/1999 SIPs can be measured by the number of control measures that have been adopted as rules and the resulting tons of pollutants targeted for reduction. Emission reduction commitments and reductions achieved in 2010 are based on the emissions inventory from the 1997 SIP. Since October 1999, sixteen control measures or rules have been adopted or amended by the District through October 2002. Table 1-2 lists the District's 1997/1999 SIP commitment and the control measures or rules that were adopted through October 2002. The primary focus of the District's efforts had been the adoption and implementation of VOC control measures. As shown in Table 1-2, for the control measures adopted by the District, the District has achieved 158 tons per day VOC reductions, exceeding its 1997/1999 SIP commitment by approximately 44.5 tons per day.

Table 1-3 lists the control measures committed to in the 1997/1999 SIPs that have been adopted by the U.S. EPA or CARB since 1995. To date, CARB committed to VOC and NOx emission reductions of approximately 90 and 106 tons per day, respectively, and achieved 67 and 140 tons per day, respectively. While exceeding its NOx target by 34 tons per day, CARB fell short of the VOC target by 21 tons per day using the 1997 SIP currency. U.S. EPA was obligated to VOC and NOx emission reductions of approximately 35 and 75 tons per day, respectively, and achieved 38 and 63 tons per day, respectively.

TABLE 1-2

Rules and Regulations Adopted by District Since Adoption of 1997/1999 SIPs
(October 1996 through October 2002[a])

Control Measure (Rule)	Title	SIP Commitment (tons/day)	Emission Reductions Achieved Through Rule Implementation (tons/day)	Adoption Date
CTS-02C(P2) (Rule 1171)	Solvent Cleaning Operations (VOC)	11.0	11.0[b]	1999
WST-04 (Rule 1150.1)[g]	Disposal of VOC-Containing Materials (VOC)	0.8	0.8	2000
PRC-3(P2) (Rule 1138)[g]	Restaurant Operations (VOC)	0.9	c	c
CTS-020 (Rule 442)[g]	Solvent Usage (VOC)	1.0	1.9	2000
CTS-02E (Rule 1168)[g]	Adhesives (VOC)	1.3	8.3	2000
RFL-02(P2) (Rule 461)[g]	Gasoline Service Stations (VOC)	2.0	6.2	2000
CTS-09(P1) (Rule 1132)[g]	Large Coating & Solvent Sources – High Emitting Spray Booth Facilities (VOC)	4.0	5.4	2000
FUG-06 (Rule 1189)[g]	Hydrogen Plants (VOC)	0.8	1.6	2000
FUG-05(P1) (Rule 1178)	Large Fugitive Emissions Sources (VOC)	1.0	1.7	2001
PRC-06 (Rule 1131)[g]	Industrial Processes - Food Flavoring (VOC)	3.0	3.0	2001
CTS-08(P1) (Rule 1130)[g]	Industrial Coatings and Solvents (VOC)	2.0	1.9	2002

TABLE 1-2
(continued)
Rules and Regulations Adopted by District Since Adoption of 1997/1999 SIPs
(October 1996 through October 2002[a])

Control Measure (Rule)	Title	SIP Commitment (tons/day)	Emission Reductions Achieved Through Rule Implementation (tons/day)	Adoption Date
CTS-08(P2) (Rule 1122)	Solvent Degreasing (VOC)	3.0	6.2	2001
CTS-09(P2) (Rule 1162)	Polyester Resins (VOC)	3.0	1.6	2002
Rule 1102 [g]	Dry Cleaners Using Solvent Other than Perchloroethylene (VOC)	N/A	0.3	2000
Rule 1104 [g]	Wood Flat Stock Coating Operations (VOC)	N/A	0.1	1999
Rules adopted from October 1996 to September 1999 [d, h]		79.8	108.1	11/96 – 9/99
	Total VOC	**113.6**	**158.1**	
CMB-06 (Rule 1121) [g]	Control of Nitrogen Oxides from Residential-Type Natural Gas Fired Water Heaters (NOx)	7.6	7.6	1999
Rule 1146 [g]	Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters (NOx)	N/A	0.2	2000
Rules adopted from October 1996 to September 1999 [d, h]		2.4	4.2	11/96 – 9/99
	Total NOx	**10**	**12**	

TABLE 1-2
(continued)
Rules and Regulations Adopted by District Since Adoption of 1997/1999 SIPs
(October 1996 through October 2002[a])

Control Measure (Rule)	Title	SIP Commitment (tons/day)	Emission Reductions Achieved Through Rule Implementation (tons/day)	Adoption Date
Rule 1158	Storage, Handling, and Transport of Petroleum Coke (PM10)	N/A	1	1999
Rule 431.2	Sulfur Content of Liquid Fuels (PM10) (SOx)	N/A	0.1[e] 0.4[e]	2000
PRC-3(P1) (Rule 1138)	Control of Emissions from Restaurant Operations (PM10)	7.8	1	1997
PRC-01 (Rule 1137)	PM10 Emission Reductions from Woodworking Operations (PM10)	7.5[f]	7.5[f]	2002
	PM10	**15.3**	**9.6**	
	SOx		**0.4**	

[a] SCAQMD summer planning emission in 2010 (rounded to the nearest whole number), based on 1997 SIP inventory.
[b] An additional 16 tons of VOC emission reductions associated with implementation of Rule 1171 – Solvent Cleaning Operations are subject to technology assessments in 2003 and 2004 prior to implementation in 2005 and are not included in this value, but are included in the 2010 baseline.
[c] Board approved infeasibility findings in October 2000 and used excess reductions from RFL-02(P2) to meet the SIP commitment.
[d] Reference: Table 1-1 of the 1999 Amendment to the 1997 Ozone SIP for the South Coast Air Basin (SCAQMD, 1999).
[e] Emission reductions listed include only those from stationary sources.
[f] SIP commitment and emission reduction achieved are based on 1997 AQMP inventory methodology.
[g] Rules which have been approved by U.S. EPA. (Limited disapproval for portions of Rules 1168, 1132, and 1131 are being addressed in 2003/2004.)
[h] Rules from Table 1-1 of the 1999 Amendment to the 1997 Ozone SIP for the South Coast Air Basin (SCAQMD, 1999) which have been approved by U.S. EPA include: Rule 1107 (CTS-02H), Rule 1145 (CTS-02M), Rule 1122 (CTS-02N), Rule 1113(P1) (CTS-07), Rule 1146.2 (CMB-02B), Rule 1138 (PRC-03), and Rule 1104.

TABLE 1-3
State and Federal Measures Adopted Since 1994 SIP

Near-Term Measures	Agency	Adopted	ROG (tpd)		NOx (tpd)	
			Commit-ment	Achieved in 2010	Commit-ment	Achieved in 2010
M1: Light-duty vehicle scrappage	CARB	1998	19	0	17	0
M2: Low Emission Vehicle II program	CARB	1998		4		43
M3: Medium-duty vehicles	CARB	1995	Baseline[1]	--	Baseline[1]	-
M4: Incentives for clean engines (Moyer Program)	CARB	1999	9	0	62	3
M5: California heavy-duty diesel vehicle standards	CARB	1998		5		44
M6: National heavy-duty diesel vehicle standards	USEPA	1998		1		11
M7: Heavy-duty vehicle scrappage	CARB	Withdrawn		NA		NA
M17: In-use reductions from heavy-duty vehicles	CARB	No		0		0
M8: Heavy-duty gasoline vehicle standards	CARB	1995	Baseline[1]	-	Baseline[1]	-
M9: CA heavy-duty off-road diesel engine standards	CARB	2000	4	4	47	18
M10: National heavy-duty off-road diesel engine stds	USEPA	1998		6		25
M11: CA large off-road gas/LPG engine standards	CARB	1998	32	16	17	5
M12: National large off-road gas/LPG engine stds	USEPA	2002		14		5
M13: Marine vessel standards	USEPA	1999	0	0	15	2
M14: Locomotive engine standards[4]	USEPA	1997	0	0	17	17
M15: Aircraft standards	USEPA	No	3	0	6	0
M16: Marine pleasurecraft standards	USEPA	1996	21	17	0	0
CP2: Consumer products mid-term measures	CARB	1997/1999	34	15	0	0
CP3: Aerosol paint standards	CARB	1995/1998	Baseline[1]	--	--	--
Enhanced I/M (Smog Check II)	BAR	1995	Baseline[1]	(6)	Baseline[1]	-
DPR-1: Emission reductions from pesticides	DPR	Voluntary	1	1	0	0

TABLE 1-3 (CONTINUED)
State and Federal Measures Adopted Since 1994 SIP

	Agency	Adopted	ROG (tpd)		NOx (tpd)	
			Commit-ment	Achieved in 2010	Commit -ment	Achieved in 2010
Adopted measures not originally included in SIP						
Clean fuels measures	CARB	Multiple		13		12
Marine pleasurecraft (reductions beyond M16)	CARB	1998/2001		7		0
Motorcycle Standards	CARB	1998		1		0
Urban transit buses	CARB	2000		0		1
Enhanced vapor recovery program[5]	CARB	2000		6		0
Medium/heavy-duty gasoline standards (beyond M8)	CARB	2000		0		1
2007 heavy-duty diesel truck standards (beyond M5/M6)	CARB/ USEPA	2001		1		16
Small off-road engine standard revisions	CARB	1998		(1)		0
Gas can requirements[2]	*CARB*	*1999*		*30*[2]		*0*
NEAR-TERM TOTAL (excluding gas cans)			**125**	**105**	**181**	**203**
Long-Term Measures (Section 182(e)(5))						
Advanced technology on-road mobile "Black Box"	CARB	No	37	0	6	-[3]
Advanced technology off-road mobile "Black Box"	CARB	No	18	0	3	-[3]
CP4: Long-term measure for consumer products	CARB	No	43	0	0	0
LONG-TERM TOTAL			**98**	**0**	**9**	-[3]
GRAND TOTAL (near-term + long-term)			**223**	**105**	**190**	**203**
Remaining State and Federal Obligations under 1999 SIP			**118**		**0**	

2010 summer planning based on 1997 AQMP inventory. Emission reductions from individual measure may not add to total due to rounding. ( ) = Emission increase relative to baseline. BAR = Bureau of Automotive Repair; DPR = Department of Pesticide Regulation

[1] Measures M3, M8, CP3, and the Smog Check II program from the 1994 SIP had already been adopted when the SIP was revised in 1997. The reductions from these measures are included in the 1997 SIP baseline. Although the Smog Check II program is achieving significant benefits, the emission reductions are less than anticipated in the 1997 SIP as indicated by the negative number under reductions achieved.

[2] Emissions from gas cans were not included in the 1997/1999 SIP baseline; reductions from this source are real, but not creditable until the SIP is revised to reflect these emissions.

[3] The NOx reductions anticipated from the long-term mobile source "Black Box" commitment have already been achieved from adopted measures.

[4] Emission reductions from locomotives represent the national emission standards for locomotive engines as well as the MOU for the South Coast Air Basin. U.S. EPA has committed to adopt a backstop commitment to ensure that the emission reductions associated with the MOU are achieved. The MOU is hereby included as part of the 2003 AQMP SIP submittal. A copy of the MOU is available at http://www.arb.ca.gov/msprog/offroad/loc/loco.htm.

[5] CARB's rule complements District Rule 461. An overall reduction of 6 tons per day of VOC reductions from this category is included in the AQMP baseline.

2003 AQMP REVISION

As mentioned earlier in this chapter, this 2003 revision to the AQMP is designed to satisfy the planning requirements of the California Clean Air Act and to develop transportation emission budgets using the latest approved motor vehicle emissions model and planning assumptions. Once approved by the District Governing Board and CARB, the 2003 AQMP will be submitted to U.S. EPA as a SIP revision. The District component of the 2003 AQMP contains the remaining measures from the 1997/1999 SIP along with new measures based on current technology assessments. The emission reduction commitment takes into account technical feasibility, cost effectiveness, and current emission estimates.

Federal Clean Air Act Planning Requirements

In November 1990, Congress enacted a series of amendments to the Clean Air Act intended to intensify air pollution control efforts across the nation. One of the primary goals of the 1990 Clean Air Act Amendments was an overhaul of the planning provisions for those areas not currently meeting National Ambient Air Quality Standards (NAAQS). The CAA identifies specific emission reduction goals, requires both a demonstration of reasonable further progress and an attainment demonstration, and incorporates more stringent sanctions for failure to attain or to meet interim milestones. The discussion that follows briefly presents the general planning requirements of the CAA, lists previous State Implementation Plan (SIP) submittals, and introduces CAA provisions that are addressed in the 2003 AQMP.

General Requirements

The CAA requires plans to provide for the implementation of all reasonably available control measures "as expeditiously as practicable," including the adoption of reasonably available control technology for reducing emissions from existing sources. Emission control innovations in the form of market-based approaches are explicitly encouraged by the CAA. As mentioned earlier, the District is the first local agency in the country to adopt a market-based approach for controlling stationary source emissions of oxides of nitrogen and sulfur. The CAA also requires plans to include standards for reasonable further progress, which is defined as annual incremental reductions in emissions of relevant air pollutants needed to ensure attainment of the National Ambient Air Quality Standards (NAAQS) by the applicable date. A similar demonstration of progress was instituted in California with the passage of the California Clean Air Act in 1988. This is discussed further later in this chapter.

There are several sets of general planning requirements, both for nonattainment areas [Section 172(c)] and for implementation plans in general [Section 110(a) (2)]. These

requirements are listed and very briefly described in Tables 1-4 and 1-5, respectively. The general provisions apply to all applicable pollutants unless superseded by pollutant-specific requirements.

TABLE 1-4

Nonattainment Plan Provisions
[CAA Section 172(c)]

Requirement	Description
Reasonably available control measures	Implementation of all reasonably available control measures as expeditiously as practicable.
Reasonable further progress	Provision for reasonable further progress which is defined as "such annual incremental reductions in emissions of the relevant air pollutant as are required for the purpose of ensuring attainment of the applicable national ambient air quality standard by the applicable date."
Inventory	Development and periodic revision of a comprehensive, accurate, current inventory of actual emissions from all sources.
Allowable emission levels	Identification and quantification of allowable emission levels for major new or modified stationary sources.
Permits for new and modified stationary sources	Permit requirements for the construction and operation of new or modified major stationary sources.
Other measures	Inclusion of all enforceable emission limitations and control measures as may be necessary to attain the standard by the applicable attainment deadline.
Contingency measures	Implementation of contingency measures to be undertaken in the event of failure to make reasonable further progress or to attain the NAAQS.

TABLE 1-5

General CAA Requirements for Implementation Plans

Requirement	Description
Ambient monitoring	An ambient air quality monitoring program. [Section 110(a)(2)(B)]
Enforcement and regulation	A program for the enforcement of adopted control measures and emission limitations and regulation of the modification and construction of any stationary source to assure that the NAAQS are achieved. [Section 110(a)(2)(C)]
Interstate transport	Adequate provisions to inhibit emissions that will contribute to nonattainment or interfere with maintenance of NAAQS or interfere with measures required to prevent significant deterioration of air quality or to protect visibility in any other state. [Section 110(a)(2)(D)]
Adequate resources	Assurances that adequate personnel, funding, and authority are available to carry out the plan. [Section 110(a)(2)(E)]
Source testing Monitoring	Requirements for emission monitoring and reporting by the source operators. [Section 110(a)(2)(F)]
Plan revisions	Provisions for revising the air quality plan to incorporate changes in the standards or in the availability of improved control methods. [Section 110(a)(2)(H)]
Other CAA requirements	Adequate provisions to meet applicable requirements relating to consultation, notification, and prevention of significant deterioration and visibility protection contained in other sections of the CAA. [Section 110(a)(2)(J)]
Impact assessment	Appropriate air quality modeling to predict the effect of new source emissions on ambient air quality. [Section 110(a)(2)(K)]
Permit fees	Provisions requiring major stationary sources to pay fees to cover reasonable costs for reviewing and acting on permit applications and for implementing and enforcing the permit conditions. [Section 110(a)(2)(L)]
Local government participation	Provisions for consultation and participation by local political subdivisions affected by the plan. [Section 121]
Transportation control measures	Provisions requiring that serious and above nonattainment areas submit an implementation plan that includes transportation control measures considering at least the measures listed in Section 108(f). [Section 182(c)(5)]

U.S. EPA guidance[3] states that regulatory programs tend to be less than 100 percent effective for many source categories. Rule effectiveness reflects the ability of a regulatory program to achieve all the emission reductions that could be achieved by full compliance with the applicable regulations at all sources at all times. An effectiveness factor of 80 percent is required by EPA for all stationary source and non-tailpipe mobile source control measures for the future controlled scenarios. EPA, however, does allow exceptions to this rule if data exists to adequately demonstrate that the "real world" control percentage is higher. The District has an aggressive field enforcement program and periodic rule effectiveness studies have assisted the District in strategic deployment of inspection resources to minimize emission-related non-compliance. In addition, the District conducts workshops and compliance education programs for facility operators. Consequently, historical emissions inventory reporting has demonstrated sufficient compliance margin by the regulated sources that would ensure nearly 100 percent rule effectiveness. As a result, the control measures proposed in the 2003 AQMP with quantifiable emission reductions are based on a rule effectiveness of 100 percent.

The CAA requires that most submitted plans include information on tracking plan implementation and milestone compliance. Requirements for these elements are described in Section 182(g) and Section 187(d) for ozone and carbon monoxide, respectively. Chapter 7 addresses these issues.

EPA also requires a public hearing on many of the required elements in SIP submittals before considering them officially submitted. The District's AQMP adoption process includes a public hearing on all of the required elements prior to submittal.

CAA Planning Requirements Addressed by the 2003 AQMP

Table 1-6 lists the CAA planning requirements addressed by the 2003 AQMP. The table lists the relevant CAA section and submittal deadline along with the AQMP document or chapter where the submittal is discussed. It may be used as a reference guide showing where each of the CAA planning requirements is addressed.

Besides the CAA requirements due prior to this plan revision (i.e., attainment demonstration plans for ozone, carbon monoxide, and nitrogen dioxide; 1996 Rate-of-Progress and Post-1996 Rate-of-Progress for ozone; and Best Available Control Measures (BACM) for PM10), the District is updating its 1997 PM10 attainment demonstration, which was required by Section 189.

[3] Emission Inventory Requirements for Carbon Monoxide State Implementation Plans; U.S. Environmental Protection Agency; OAQPS, Research Triangle Park, NC, March 1991.

TABLE 1-6

CAA SIP Revisions and Submittals in the 2003 AQMP

Submittal	CAA Section	2003 AQMP Reference
PM10 Attainment Demonstration Revision (Basin)	189(b)(1)(A)	Chapter 5 Appendix V
PM10 Attainment Demonstration Revision (Coachella Valley)	189(b)(1)(A)	Separate Cover
PM10 Reasonable Further Progress Milestones	189(c)(1)	Chapter 6 Appendix V
PM10 Motor Vehicle Emissions Budget	176(c)(2)(A)	Chapter 6
Maintenance Plan for Nitrogen Dioxide	175A(a) and (d)	Chapter 5 and 6 Appendix V
Revision to the Ozone Attainment Demonstration (Basin)	182(c)(2)(A)	Chapter 5 Appendix V
Revision to the Ozone Attainment Demonstration for Salton Sea Air Basin (under District jurisdiction)	182(c)(2)(A)	Chapter 8 Appendix V
Revision to the Post-1996 Rate-of-Progress Demonstration	182(c)(2)(B)	Chapter 6 Appendix V
Revision to the Carbon Monoxide Attainment Demonstration	187(b)(1)	Chapter 5 Appendix V
Growth Factors	--	Appendix III
Control Measure Documentation	--	Appendix IV

As specified in Section 189(b)(1)(A) of the Act, the PM10 attainment demonstration is due no later than four years after reclassification of an area to "serious." The South Coast Air Basin and the Coachella Valley were reclassified from "moderate" to "serious" on February 8, 1993. The 1997 AQMP and the 1994 Coachella Valley SIP satisfied the attainment demonstration requirements for the Basin and Coachella Valley, respectively. Prior to 1997, the Coachella Valley achieved federal PM10 standards and, accordingly, the District prepared a redesignation request and maintenance plan in 1996. During 1999 – 2001, however, Coachella Valley exceeded the annual average PM10

standard. Accordingly, the District revised the PM10 Coachella Valley SIP in 2002 to request a 5-year extension for PM10 attainment. The U.S. EPA approved the 2002 update on April 18, 2003.

Also in 2002, the District submitted a PM10 SIP update for the South Coast Air Basin and requested U.S. EPA to expedite its approval process and grant the Basin a 5-year extension for PM10 attainment demonstration. As part of this update, the District committed to provide a SIP update in 2003 using the latest emissions data and planning assumptions. The 1997 PM10 SIP as updated in 2002 was deemed complete by U.S. EPA in November 2002 and approved on April 18, 2003. The 2003 AQMP serves to provide an update to the 1997 PM10 SIP (and subsequent 2002 update) and it incorporates the most current emissions data, including the latest available motor vehicles emissions budgets based on EMFAC2002 and latest planning assumptions.

As part of the PM10 attainment demonstration, the plan must also contain emission reduction milestones to be achieved every three years until the area is redesignated attainment and the emission reductions must demonstrate reasonable further progress as defined under Section 171(l) of the Act.

The U.S. EPA released a natural events policy in 1996 which exempts certain high wind events causing PM10 air quality exceedances as being counted as a violation. The District will be applying this policy to the Coachella Valley in designing the attainment demonstration for that area. The 2003 Coachella Valley plan is released under a separate cover and is discussed in Chapter 8 of this document.

With new technical information on emissions estimates, the future-year baseline emissions projections changed, thereby requiring updates to previous SIP submittals. In particular, the emission budgets currently approved for federal conformity purposes must be updated and the California Ozone SIP for the South Coast Air Basin must be updated to reflect the best available technical information.

Monitoring data for the past several years have shown that the nitrogen dioxide concentrations were below the federal air quality standard. Accordingly, the 2003 AQMP will serve as the maintenance plan for nitrogen dioxide. As required under Section 175A(a), the plan must provide for maintenance of the air quality standard for at least 10 years after the area is redesignated to attainment (which occurred in 1998). In addition, the plan must contain contingency measures to assure that any violations will be promptly corrected. Similarly, the South Coast Air Basin met the carbon monoxide standard by December 2002. As such, the 2003 revision to the carbon monoxide plan serves a dual purpose: it replaces the 1997 attainment demonstration that lapsed at the end of 2000, and it provides the basis for a carbon monoxide maintenance plan in the future.

Section 181(a)(1) classifies the Basin as an extreme nonattainment area for ozone and states that the Basin must achieve the federal ozone standard by November 15, 2010. As such, an attainment demonstration for ozone was provided as part of the ozone portion of the 1997/1999 SIP. The ozone attainment demonstration followed U.S. EPA and CARB modeling guidelines and was based on the photochemical grid model called the Urban Airshed Model (UAM). Based on new technical information, the 1997/1999 AQMP ozone attainment demonstration is revised as part of the 2003 AQMP revision and the attainment demonstration is summarized in Chapters 5 and 6 and Appendix V.

According to Section 182(c)(2)(B), the District must demonstrate how the Basin will achieve actual volatile organic compound emission reductions of at least three percent per year averaged over each consecutive three-year period beginning from November 15, 1996 and ending November 15, 2010 (i.e., the Basin's attainment date). The rate-of-progress milestone years in the 2003 AQMP for the Basin are 2005, 2008, and 2010. Section 182(c)(9) requires that the post-1996 rate-of-progress demonstration must contain a set of contingency measures, that is, additional control measures which would be implemented in the event of a milestone or attainment failure. Chapter 6 contains the detailed calculations of the post-1996 rate-of-progress demonstration. Chapter 6 also provides an estimation of the emission levels at each of the milestone years compared to the CAA target levels. Contingency measures are listed in Chapter 9.

The South Coast Air Basin both transports to and receives air pollutants from the coastal portions of Ventura and Santa Barbara counties in the South Central Coast Air Basin. The South Coast Air Basin also receives air pollutants from oil and gas development operations on the outer continental shelf. The 2003 AQMP does not specifically address the control requirements for these adjacent areas. However, the control measures in this Plan meet the CAA transport requirements and will assist downwind areas in complying with the federal ozone air quality standard.

The Coachella Valley is classified as a "severe-17" ozone nonattainment area under the CAA and must comply with the federal ozone air quality standard by 2007. The CAA requires separate attainment and post-1996 rate-of-progress demonstrations for each severe air basin under the District's jurisdiction. Such demonstrations were provided in Chapter 8 and Appendix V of the 1997 AQMP. Revisions to the PM10 attainment demonstration for the Coachella Valley area are provided under a separate cover and Appendix V of the 2003 AQMP.

State Law Requirements

The California Clean Air Act (CCAA) was signed into law on September 30, 1988, became effective on January 1, 1989, and was amended in 1992. Also known as the Sher Bill (AB 2595), the CCAA established a legal mandate to achieve health-based

state air quality standards at the earliest practicable date. The Lewis Presley Act provides that the plan must also contain deadlines for compliance with all state ambient air quality standards and the federally mandated primary ambient air quality standards [Health and Safety Code (H&SC) 40462(a)]. In September 1996, AB 3048 (Olberg) amended Sections 40716, 40717.5, 40914, 40916, 40918, 40919, 40920, 40920.5, and 44241, and repealed Sections 40457, 40717.1, 40925, and 44246 of the Health and Safety Code relating to air pollution. The amendments to the Health and Safety Code became effective January 1, 1997. This plan revision reflects state planning requirements as they pertain to the South Coast Air Quality Management District. Through its many requirements, the CCAA serves as the centerpiece of the Basin's attainment planning efforts since it is generally more stringent than the federal Clean Air Act.

Based on pollutant levels, the CCAA divides nonattainment areas into categories with progressively more stringent requirements (H&SC 40918 - 40920.5). The categories are outlined in Table 1-7. The state nonattainment designations are on a county basis. The entire Basin is an extreme nonattainment area for ozone. Los Angeles County is the only county classified as a serious nonattainment area for carbon monoxide. However, in 2001 the carbon monoxide standards were not exceeded anywhere in the Basin. Although PM10 is not explicitly addressed in the CCAA, it is governed by the Lewis Presley Act. The plan therefore provides achieving all federal ambient air quality standards by their applicable date and state ambient air quality standards as early as possible.

TABLE 1-7

California Clean Air Act Nonattainment Area Classifications (H&SC 40921.5)

	Concentration Level (ppm)	
Category	**Ozone**	**Carbon Monoxide**
Moderate	0.09 to 0.12*	9.0 to 12.7*
Serious	0.13 to 0.15*	> 12.7
Severe	0.16 to 0.20*	--
Extreme	> 0.20	--

* Inclusive range.

Serious and above nonattainment areas are required to revise their air quality management plan to include specified emission reduction strategies, and to meet milestones in implementing emission controls and achieving more healthful air quality. The key planning requirements are provided in Table 1-8. Some of these requirements

are discussed in further detail in the next section. Chapter 6 addresses how these requirements are met in the Basin. The CCAA also includes some additional requirements that can significantly affect control strategy selection. These requirements are provided in Table 1-9. All of these mandates have either already been met through District regulations or are included/considered in the preparation of the 2003 AQMP.

Plan Effectiveness

The CCAA requires, beginning on December 31, 1994 and every three years thereafter, that each district demonstrate the overall effectiveness of its air quality program. For those areas that do not attain state air quality standards by 2000, a comprehensive plan update was required to be submitted by December 31, 1997. In addition, Section 40925 of the Health and Safety Code requires that the plan incorporate new data or projections including, but not limited to, the quantity of emission reductions actually achieved in the preceding three-year period and the rates of population-related, industry-related, and vehicle-related emissions growth actually experienced in the district and projected for the future. The 2003 AQMP serves as the comprehensive plan update for the South Coast Air Basin.

TABLE 1-8

California Clean Air Act Planning Requirements

Requirement	Description
Indirect and area source controls	An indirect and area source control program [H&SC 40918(a)(4)],
Best available retrofit control technology	Best available retrofit control technology (BARCT) for existing sources of specified sizes [H&SC 40918(a)(2))],
New source review	A program to mitigate all emissions from new and modified permitted sources [H&SC 40918(a)(1)) and 40920.5(b)],
Transportation control measures	Transportation control measures as needed to meet plan requirements [H&SC 40918(a)(3)], and
Clean fleet vehicle programs	Significant use of low-emission vehicles by fleet operators [H&SC 40919(a)(4)].

The CCAA suggests a number of air quality indicators to show Plan effectiveness, including actual emission reductions, ozone and carbon monoxide design value

improvements, population exposure reductions, and pollutant concentration hours. In Chapter 6, plan effectiveness is illustrated by trends in the following indicators:

- volatile organic compound, oxides of nitrogen, and carbon monoxide emissions,
- ozone and carbon monoxide air quality (i.e., exceedance days), and
- ozone and carbon monoxide population exposure above air quality standards.

TABLE 1-9

California Clean Air Act Requirements for Control Strategy Development

Requirement	Description
Rate-of-progress	Reducing pollutants contributing to nonattainment by five percent per year or all feasible control measures and an expeditious adoption schedule(H&SC 40914),
Public education programs	Public education programs [H&SC 40918(a)(6)],
Per-capita exposure	Reducing per-capita population exposure to severe nonattainment pollutants according to a prescribed schedule [H&SC 40920(c)],
Any other feasible controls	Any of the feasible controls that can be implemented or for which implementation can begin, within 10 years of adoption date of the most recent air quality plan [H&SC 40920.5(c)], and
Control measure ranking	Ranking control measures by cost-effectiveness and implementation priority (H&SC 40922).

Emission Reductions

According to the CCAA, districts must design their air quality management plan to achieve a reduction in basinwide emissions of five percent or more per year (or 15 percent or more in a three-year period) for each nonattainment pollutant or its precursors (H&SC 40914). However, an air basin may use an alternative emission reduction strategy which achieves a reduction of less than five percent per year if it can be demonstrated that either of the following applies:

- The alternative emission reduction strategy is equal to or more effective than the five percent per year control approach in improving air quality; or

- That despite the inclusion of every feasible measure, and an expeditious adoption schedule, the air basin is unable to achieve the five percent per year reduction in emissions.

For emission reduction accounting purposes, the CARB established a seven-year initial reporting period from January 1, 1988, to December 31, 1994 (Section 70701 of the California Code of Regulations). The reporting intervals after this initial period occur every three years (i.e., 1997, 2000, etc.). Therefore, the 2003 AQMP must seek to achieve a 15 percent additional reduction for every subsequent interval using 1990 as the base year, or demonstrate implementation of all feasible measures.

Population Exposure

The CCAA also requires that exposure to severe nonattainment pollutants above standards must be reduced from 1986 through 1988 levels by at least 25 percent by December 31, 1994; 40 percent by December 31, 1997; and 50 percent by December 31, 2000. Reductions are to be calculated based on per-capita exposure and the severity of exceedances. This provision is applicable to ozone, carbon monoxide, and nitrogen dioxide in the Basin [H&SC 40920(c)]. The definition of exposure is the number of persons exposed to a specific pollutant concentration level above the state standard times the number of hours. The per-capita exposure is the population exposure (units of pphm-persons-hours) divided by the total population. The 2003 AQMP will demonstrate that this requirement has already been met through implementation of previous SIP commitments.

Control Measure Ranking

The CCAA requires the District Governing Board to determine that the AQMP is a cost-effective strategy that will achieve attainment of the state standards by the earliest practicable date (H&SC 40913). In addition, the Plan must include an assessment of the cost-effectiveness of available and proposed measures and a list of the measures ranked from the least cost-effective to the most cost-effective [H&SC 40922(a)].

In addition to the relative cost-effectiveness of the measures, the District must consider other factors as well in developing an adoption and implementation schedule [H&SC 40922(b)]. The other factors noted in the CCAA include technological feasibility, emission reduction potential, rate of reduction, public acceptability, and enforceability. Efficiency, equity, and legal authority have also been included in the 2003 AQMP for prioritization purposes because of their importance. The results of the prioritization are given in Chapter 6.

FORMAT OF THIS DOCUMENT

This document is organized into ten chapters, each addressing a specific topic. Each of the remaining chapters are summarized below.

Chapter 2, "Air Quality and Health Effects," discusses the Basin's air quality in comparison with the federal and state air pollution standards.

Chapter 3, "Base Year and Future Emissions," summarizes recent updates to the emissions inventories, estimates current emissions by source and pollutant, and projects future emissions with and without controls.

Chapter 4, "AQMP Control Strategy," presents the attainment strategies.

Chapter 5, "Future Air Quality," describes the modeling approach used in the AQMP and summarizes the Basin's future air quality projections with and without controls.

Chapter 6, "Clean Air Act Requirements," discusses specific federal and state requirements as they pertain to the 1997 AQMP.

Chapter 7, "Implementation," presents the implementation schedule of the various control measures and delineates each agency's area of responsibility.

Chapter 8, "Future Air Quality - Desert Nonattainment Areas," describes the future air quality in the Coachella Valley Planning Area.

Chapter 9, "Contingency Measures," presents contingency measures as required by the federal CAA .

Chapter 10, "Looking Beyond Current Requirements", examines the planning and control implications of federal standards for 8-hour ozone and PM2.5; and provides a first look at an ozone air quality analysis for the year 2020. This chapter also presents a discussion on uncertainties associated with the technical analysis used to develop the 2003 AQMP, including selection of air quality episodes and models.

For convenience, a "Glossary" is provided at the end of the document, presenting definitions of commonly used terms found in the 2003 AQMP.

PRELIMINARY OUTLINE OF THE AIR QUALITY ELEMENT:

Ambient Air Qualtiy
1) Current conditions
-weekday
-weekend
-port-related/goods movement emissions
-localized, community-level health impacts
2) Long-term trends
3) Future conditions
4) Sources of emissions

Existing Air Quality Policies
1) Federal Regulations
2) State requirements
3) AQMPs/SIPs policy and control measures
4) Other regional policies
5) Emerging health impact issues

Opportunity Areas
1) 2% Strategy: Growth Vision/Urban Form
-Menu of options
-Model air quality elements for general plan updates
-ARB Air Quality and Land Use Handbook
- Multiple benefits
2) Integrated, outcomes-oriented emission controls for port-related sources
3) Transportation technology and consumer products
4) Behavioral changes
-Incentives for carpooling, walking, biking, telecommuting, consumer products, etc.
-Education, outreach, guidance, tips, best practices (local programs)
5) Indoor air quality improvements

Action
1) Mandatory actions
-Federal,
-State,
-Regional and district requirements
2) Advisory actions
-Voluntary programs (incentives, disincentives, etc.)
3) Best practices
-menu of options of actions that improve air quality, such as
a) Outreach programs to make decision-makers and public more "air aware"
-emphasize localized health impacts to constituents
-encourage the need for everyone to be good regional stewards
b) Cost-effective programs to help replace, retrofit or eliminate high emitters
c) Pollution prevention success stories
4) Legislative and funding opportunities

MEMO

DATE: April 25, 2005

TO: **Regional Comprehensive Plan Task Force**

FROM: Jacob Lieb, Acting Lead Regional Planner, SCAG (213) 236-1921

RE: **Performance Outcomes for Integrative Regional Environmental Planning**

Background:

In recent weeks, SCAG staff has participated in a series of discussions regarding potential reforms to the California Environmental Quality Act (CEQA). Among the concepts discussed is that in cases where regions pursue growth planning which, a) establishes clear, beneficial outcomes for environmental and other indicators, and b) is coupled with an EIR analyzing cumulative impacts of the regional plan, that implementation at the project level can be substantially streamlined.

A potential change to State law along these lines would provide a substantial opportunity for SCAG to increase the effectiveness of the Regional Comprehensive Plan and Compass efforts. However, even if State law reform efforts are unsuccessful, creating a comprehensive plan that specifically identifies outcomes along a broad range of categories, and analyzing and certifying those outcomes within an EIR, should be viewed favorably.

As such, SCAG staff has begun to identify some specific "next steps" upon the completion of the draft RCP during the current fiscal year. These include:

1. an extended public outreach/comment period beginning at the start of the 2005-2006 fiscal year,
2. development of plan outcomes through an outreach intensive/consensus based process,
3. preparation of an EIR for the Comprehensive Plan. This EIR may be combined with the EIR for the 2007 Regional Transportation Plan.

As a precursor to these activities, staff has developed a preliminary matrix for performance outcome among a broad range of categories. The process to refine these outcomes would be centered upon creating specific, measurable objectives, where currently generalized variables to measure are indicated. This preliminary matrix is attached here and is presented at this time for the Task Force's consideration and discussion.

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Matrix of Performance-based Measures that Encourage Environmentally Preferable Forms of Development

[Note: **The Performance Outcomes in the third column are illustrative and indicative, at this stage**. They will be further refined and better specified in subsequent iterations, in terms of quantifiable thresholds and measures, so as to better assure the intended outcomes.]

Resource Category	Performance Criteria	Performance Outcomes
Land Use	• Land Consumption	- Reduce the amount of raw land converted for development - Restrict the subdivision of large exurban agricultural lands into low density large lots
	• Development Location	- Increase the proportion of development in predetermined "smart" locations (e.g., SCAG's 2% Strategy) - Increase the proportion of development in locations with positive planning attributes (transit-oriented development, mixed use development, activity centers, adaptive reuse) - Increase development that generates positive impacts on transportation model outcomes (increase transit use, reduce single-occupancy vehicle miles traveled, etc.)
	• Urban Design	- Improve street connectivity index - Increase densities in dwelling units per acre, and in jobs per acre, around transit centers and transportation corridors
	• Land Use Integration	- Improve accessibility index (make jobs and services available in residential areas and make residential units available near jobs and service areas)

Resource Category	Performance Criteria	Performance Outcomes
Transportation	• Mobility: Increase average daily travel speeds across modes	10% Improvement over baseline
	• Mobility: Reduce average travel delay	40% Improvement
	• Accessibility: Maximize percent PM work trips within 45 minutes of home	Auto: 90% Transit: 37%
	• Accessibility: Improve distribution of work trip travel times	Auto: 8% Improvement Transit: 8% Improvement
	• Reliability: Percent variation in travel times	10% Improvement
	• Productivity: Enhance roadway capacity during peak operating conditions	20% Improvement at known bottlenecks
	• Preservation: Maintenance cost per capita to preserve system at base-year conditions	Maintain current conditions
	• Safety: Improve safety by minimizing accidents per million vehicle miles by mode	0.3% Improvement
	• Sustainability: Total cost per capita to maintain current system performance	$20 per capita (primarily in preservation costs)
	• Cost-effectiveness: Benefit-to-cost ratio for investments in appropriate improvements to delay, safety, air quality and vehicle operating costs	$5.00 system-wide
	• Environmental Justice: Expenditures per quintile by ethnicity	Maintain no disproportionate impact to any group or quintile.
Air Quality	• Ozone	1-hour Ozone: 0.12 ppm 8-hour Ozone: 0.08 ppm
	• Particulate matter	PM10: 50 µg/m3 PM2.5: 15 µg/m3
	• Greenhouse Gas Emissions	- State Standards
	• Toxic Air Contaminants (Diesel)	- Significance Thresholds

Resource Category	Performance Criteria	Performance Outcomes
Housing	• Supply	- Provide an adequate supply of housing for all Californians - Provide for adequate housing choice and adequate affordability
	• Shortages	- Minimize deleterious impacts of housing shortage and mismatch on the State's economy and well-being
	• Distributional equity	- Provide a clear level of baseline responsibility for regions, sub-regions, and local governments such that each is expected to "take care of its own"
	• Location efficiency	- Ensure that housing is located so that impacts on open space, habitat, and agricultural land are limited, and efficient use of transportation and infrastructure systems is realized
Habitat and Open Space	• Conservation	- Increase the amounts of wildlife-suitable habitat land set-asides
	• Fragmentation	- Improve connectivity between habitat patches
	• Percolation	- Optimize the percolation of habitat elements into urban and sub-urban development by using native vegetation
	• Integration	- Increase the inter-usability of land both for natural processes and functions as well as for human needs - Increase the use of native vegetation in urban landscaping practices so as to better integrate nature with human habitation
Water Supply	• Adequacy	- Ensure dry weather supply
	• Recharge	- Increase opportunities for ground water infiltration

Resource Category	Performance Criteria	Performance Outcomes
	• Conservation	- Reduce water consumption by increasing the extent to which native, drought-resistant vegetation is used for landscaping (xeriscape) - Reduce water consumption by using conserving plumbing fixtures
Water Quality	• In-Stream Standards (Basins & Bays)	- Biochemical oxygen demand (BOD) - Total Dissolved Standards - Beneficial Uses
	Best Management Practices (Jurisdictional)	-
	• Pervious surface	- Minimize impervious surface coverage by using compact forms of development - Increase pervious surfaces by encouraging porous paving materials
	• Storm water retention	- Increase on-site storm water retention using swales and other techniques that allow for natural pollution mitigation
	• Runoff control	- Minimize urban runoff by using low-impact development techniques to improve ground water infiltration
	• Treatment	- Incorporate the use of low-impact water quality treatment technologies into development design
Energy	• Supply	- Peak hour energy targets
Solid Waste and Hazardous Materials	• Disposal • Diversion	- Manage disposal sites for adverse environmental impacts - Improve landfill diversion rates
Noise	• Thresholds	- Establish decibel levels by location and land use

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Resource Category	Performance Criteria	Performance Outcomes
Geology and Soils	• Risk Determination	- Earthquake zones - Flood plains and hillsides
	• Soil Health	- Microbial biodiversity